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REPORT

CD NO.

DATE DISTR. 2 May 1958

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SUPPLEMENT TO
REPORT NO.

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1. Between 23 October 1957 and 14 January 1958, the possibilities of observation at Wernauchen airfield were temporarily limited to a high degree. Only on 23 October 1957, there was air activity by IL/UH-28s which made local flights at altitudes between 200 and 800 meters and, between the take-offs and landings crossed the runway once or several times at different altitudes, mostly with extended landing gear.
2. In November 1957, the triangular plates in the eastern flying lane were given a new coat of paint, namely 4 black oblique lines with 3 equally wide white stripes between.²
3. During the period of observation from 8 November 1957 to 3 January 1958, the airfield could be observed only temporarily. Air activity by IL/UH-28s was observed on only three days in November 1957 with night flying activity on 19 and 21 November.
4. One Crossfork, 1 Mastnet, 1 Whiff, and 1 three-mast radio installation were still observed in the northwestern AA gun emplacement. A four-mast radio installation and two single-mast radio installations were still located south of Hirschfelde. On 16 December 1957, a four-mast radio installation was seen south of the airfield just north of Wopendorf.³
5. 88x 85-mm AA guns were still observed in the northwestern AA gun emplacement. In early December 1957, the new building in the area of this gun emplacement was apparently completed as was inferred from rising smoke. It could not be determined if the building was occupied.
6. Since early November 1957, a lattice-work fence, about 2 meters high, has been observed along the fuel dump in the northern section of the field. Two large fuel containers projected above this fence. In early December 1957, work was apparently going on behind the fence. On 16 December 1957, the fence had disappeared and no other above-ground containers except for the two large fuel tanks were observed.⁴

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7. During night flying activity on 21 November 1957, it was observed that a truck with a glass superstructure was located in the eastern extension of the runway about 200 meters from the runway end and about 50 meters to the south. When an aircraft approached for landing, the set started operation radiating red-blue light signals at irregular intervals and making approximately the following signals: long, short, long; short, long, short; short, short, short, etc. No definite system could be determined. Signalling was immediately stopped when the aircraft crossed over the set. Subsequently, six searchlights in the eastern extension of the runway were switched on and illuminated the runway until the aircraft touched down.⁵

2. Comment. In approximately mid-December 1957, one bomber regiment equipped with IL-28s with yellow numbers was transferred to Finow so that the occupation of Wernowshen airfield is now assumed to consist of one bomber regiment equipped with about 30 IL-28s with red numbers and the headquarters of the bomber division. There was moderate air activity until late November 1957 according to the season. Young crews received instructions during local flying as was inferred from extended landing gears; the aircraft numbers almost exclusively indicated UH-28s. In addition, older crews were presumably involved in practice bombing. Air activity almost came to a stand still in December 1957 and was intensified only in the course of January 1958.

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2. Comment. Changes in the painting of the triangular plates in the runway extension were also observed at other airfields. It is assumed that these landing aids were still being tested.

3. Comment. The four-mast radio installation just north of Wependorf is reported for the first time.

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4. Comment. It has not yet been clarified if the previously above-ground fuel tanks were dug in or if the regiment that transferred to Finow took along fuel containers.

5. Comment. The set mentioned is an optical landing aid, a code beacon.

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1. Between 23 October 1957 and 14 January 1958, the possibilities of observation at Werneuchen airfield were temporarily limited to a high degree. Only on 23 October 1957, there was air activity by IL/UIL-28s which made local flights at altitudes between 200 and 300 meters and, between the take-offs and landings crossed the runway once or several times at different altitudes, mostly with extended landing gear.
2. In November 1957, the triangular plates in the eastern flying lane were given a new coat of paint, namely 4 black oblique lines with 3 equally wide white stripes between.²
3. During the period of observation from 8 November 1957 to 3 January 1958, the airfield could be observed only temporarily. Air activity by IL/UIL-28s was observed on only three days in November 1957 with night flying activity on 19 and 21 November.
4. ^{from} One Crossfork, 1 Fishnet, 1 Whiff, and 1 three-mast radio installation were still observed in the northwestern AA gun emplacement. A four-mast radio installation and two single-mast radio installations were still located south of Hirschfelde. On 16 December 1957, a four-mast radio installation was seen south of the airfield just north of Wegendorf.³
5. Six 85-mm AA guns were still observed in the northwestern AA gun emplacement. In early December 1957, the new building in the area of this gun emplacement was apparently completed as was inferred from rising smoke. It could not be determined if the building was occupied.
6. Since early November 1957, a lattice-work fence, about 2 meters high, has been observed along the fuel dump in the northern section of the field. Two large fuel containers projected above this fence. In early December 1957, work was apparently going on behind the fence. On 16 December 1957, the fence had disappeared and no other above-ground containers except for the two large fuel tanks were observed.⁴

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